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25X1

IDEA-0035-70
Copy 5 of 6

8 January 1970

MEMORANDUM FOR THE RECORD

SUBJECT: Full-Pressure Suits for

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1. All the operational U-2 pilots are provided with two (2) suits to insure adequate operational backup. The pilots are provided with one complete suit plus certain spares to enhance their backup.

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2. The policy to provide group with only one complete suit was apparently fiscal. When the new aircraft was funded, not sufficient funds had been programmed for PE equipment so that the Life Support Officer was allocated a certain amount and told to do the best he could. He later proposed on several occasions that money be made available to complete the PE equipment but no action was taken.

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3. Current Status:

All operational pilots have one complete outfit plus following spares:

- A. Helmet inner liner (custom fitted)
- B. Outer cover garment of green nomex
- C. Inner liner

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D. Flotation garment

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E. Three (3) spare helmets are in inventory at [redacted] as well as an unusually large inventory of miscellaneous spare parts to allow for field maintenance and replacement.

F. Additionally, some spare suits are in system derived from retired pilots, etc.

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4. Current [redacted] operational backup re suits

Maximum grounding for pilot because of needed suit repairs -- two weeks. (This time is required to send suit to David Clark in Massachusetts for repair and return.)

Maximum local time lost not to exceed three (3) days.

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[redacted] has depended upon having a second pilot suited up and ready to go but this has not been common practice.

For a critical mission it would be necessary to ready two (2) pilots and two (2) aircraft.

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5. [redacted] pilots are well aware of this suit limitation and conceivably, if the balloon went up and there was not the best motivation, everyone could find some suit problems requiring mission aborts. There is also the factor of having one pilot replace another on the other's scheduled mission which has certain unfavorable psychological considerations.

6. There are other presently unassigned suits in the system which have come from other than [redacted] pilots which contain salvable material.

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7. Requirements:

25X1 [redacted] pilots at this time on duty only require the gas container assembly with neck ring and net link to be brought up to complete reliability. This would be approximately \$6,500 per pilot or approximately \$35,000 total.

For new pilots the price for one complete suit is as stated in Memorandum IDEA-0034-70 dated 8 January 1970.

25X1 [redacted] As only one suit is required during training, [redacted] believes that time could be utilized in preparing second suit to collect available salvable hardware to incorporate in second suit, cutting price considerably. Although, for budgeting purposes, the full price of a second suit probably should be requested.

8. This same philosophy in regard to slowly gathering salvable material for second suits should be carried over to new second suits for [redacted] pilots which could result in sizeable savings.

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[redacted]
Chief, Aeromedical Staff
Office of Special Activities

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25X1 C/AMS/OSA/
Distribution [redacted]

- 1 - AMS/OSA
- 2 - D/O/OSA
- 3 - SAS/O/OSA
- 4 - Idea/O/OSA
- 5 - AMS/OSA
- 6 - RB/OSA

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